

REMARKS

The Official Action of April 17, 2003 has been carefully considered and reconsideration of the application as amended is respectfully requested.

Claim 22 has been amended more clearly to distinguish over the cited art by limiting the pivotal movement of the pivotal attachment means to the spaced locations at which the frame attaches to the rear ski member. Support for this recitation appears in Fig. 3 of the drawings as filed. Claim 35 has been amended to remove the basis for the objection to this claim appearing at paragraph 2 of the Official Action. Claim 34 has been canceled whereby to render moot the objection to this claim appearing at paragraph 3.

With respect to the rejection of claim 23 appearing at paragraph 3, Applicant respectfully notes that the alternative recitation that the footrest means is fixedly located "**on**" the rear ski member means (by dictionary definition) that it is **above and in contact with** the rear ski member. Since the recitation requires that the footrest means be above the rear ski member, it is respectfully submitted that there is no inconsistency between this recitation and the recitation in claim 22 that the footrest means is disposed between the seat and the rear ski member.

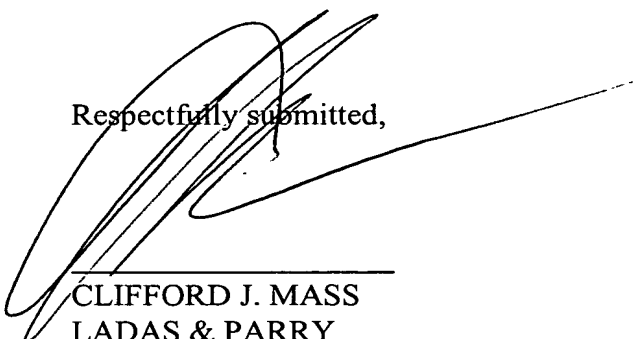
The claims as amended are respectfully believed to be patentably distinguishable from the art cited in paragraphs 5-7 of the Official Action insofar as the primary reference, Porsche et al, shows a rear ski member that is attached to the ski vehicle described therein by a flexible linkage arrangement, comprising parallelogram linkages, that would cause an absorption of shock throughout the ski vehicle during travel. As a consequence, little, if any, flexure of the ski would occur.

Instead the rear ski member would move up and down as allowed by the resilience in the linkages. The same would be true for the parallelogram linkages shown in Cmogorac as well as for the spring mountings of Dulski.

In contrast, in the claimed invention, the frame is connected to the rear ski member with the only points of pivot being the locations at which the frame is attached to the rear ski member. The advantage of this arrangement is that the rear ski member can flex between the spaced locations and thereby aid in turning and in the general maneuverability of the claimed ski vehicle. The feature of the claimed invention that the rear ski member flexes between said spaced locations is not shown or suggested in the cited art. Accordingly, the cited combination of references, even if proper, would not arrive at the claimed invention.

In view of the above, all rejections and objections of record are believed to have been successfully traversed and the application is believed to be in allowable form. An early notice of allowance is earnestly solicited and is believed to be fully warranted.

Respectfully submitted,



CLIFFORD J. MASS
LADAS & PARRY
26 WEST 61ST STREET
NEW YORK, NEW YORK 10023
REG. NO.30,086(212)708-1890